

## CLAIM

1. A parking device for vehicles in which the rotation of an input shaft of a transmission is not limited by the frictional  
5 force of an engine when the engine is brought into a halt, said parking device comprising:

a parking gear provided on said input shaft, a parking lock mechanism which selectively engages with said parking gear, a change lever which instructs a gear position of said  
10 transmission and is mechanically coupled to said parking lock mechanism, and a speed-change actuator for shifting said transmission to each gear position;

and further comprising:

a neutral position detection means arranged at a neutral  
15 position of said change lever, a parking operation detection means arranged in an operation passage of said change lever from said neutral position to a parking position, and a control means for operating said speed-change actuator based on detection signals from said neutral position detection means  
20 and said parking operation detection means;

wherein, after said neutral position of said change lever has been confirmed based on the detection signal from said neutral position detection means, when the operation of said change lever is confirmed based on the detection signal from  
25 said parking operation detection means, said control means operates said speed-change actuator to bring said transmission into engagement with a predetermined gear.

2. A parking device for vehicles according to claim 1,  
30 wherein it further comprises a limiting means for limiting the engagement of said parking lock mechanism with said parking gear, and said control means operates the limiting means until said transmission is brought into engagement with a predetermined gear when the operation of said change lever has

been confirmed based on the detection signal from said parking operation detection means.